

Open Space Residential Design

**The ‘Nip and Tuck’ Your
Cluster Bylaw May
Be Looking For...**

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- **Planning Boards**
- **Conservation Organizations**
- **Developers (NE Home Builders)**



- **Regional Planning Agencies**
- **Federal Agencies**
- **North Shore Realtors Assn.**
- **Local and State Agencies**

Green Neighborhoods Alliance

The Massachusetts Smart Growth Toolkit Model Bylaws

The Costs of Sprawl

Sprawl is costly on many levels. Expanding development requires significant and costly infrastructure investments to provide services such as roads, sewer, and water. Often housing is located away from jobs and commercial centers, driving a higher tax burden on the taxpayer. The spread of low-density development is also a major barrier to transit and walking.

Housing density is another costly factor. Single-family homes are often the only housing option. This one-size-fits-all approach leaves many without appropriate or affordable housing options. A single person may desire to rent an apartment or an "empty nester" couple may prefer a condo but these options don't exist in many communities. Sprawl also limits the ability to build more affordable housing. Low-density development is more expensive to build and maintain. Sprawl also limits the ability to build more affordable housing. Low-density development is more expensive to build and maintain.



SPRAWL
American families are spending more than one of every five dollars on transportation.



THE PROBLEM

- Every four acres of land is consumed by development in Massachusetts every day. Almost 100,000 acres of land are consumed every day. Almost 100,000 acres of land are consumed every day.
- When housing is located away from jobs and commercial centers, driving a higher tax burden on the taxpayer. The spread of low-density development is also a major barrier to transit and walking.
- The commuter shows that the average number of people per household has increased significantly over the last 30 years. From 1.8 in 1970 to 2.8 in 2000. The lower density of housing is also a major barrier to transit and walking.
- As roads, sewer, and water services are spread over a larger area, the cost of providing these services is higher. The cost of providing these services is higher.

Massachusetts Smart Growth Toolkit

Introduction to Smart Growth

Smart growth is a principle of land development that encourages living, working, and playing in close proximity to each other. It encourages a mix of land uses, a mix of housing types, and a mix of transportation modes. Smart growth is a principle of land development that encourages living, working, and playing in close proximity to each other. It encourages a mix of land uses, a mix of housing types, and a mix of transportation modes.

Smart Growth in Massachusetts

Attractive villages and towns centers, vibrant urban neighborhoods, historic main streets, and vibrant urban neighborhoods, historic main streets, and vibrant urban neighborhoods. Attractive villages and towns centers, vibrant urban neighborhoods, historic main streets, and vibrant urban neighborhoods.

Smart Growth Toolkit

This Toolkit is a guide to implementing smart growth. It provides a comprehensive overview of smart growth principles and practices. It provides a comprehensive overview of smart growth principles and practices.



To obtain the Smart Growth Toolkit CD go to: www.mass.gov/toolkit

Smart Growth Techniques

Transfer of Development Rights (TDR)

TDR is a regulatory strategy that transfers growth from one area to another. It allows landowners to sell their development rights to another landowner. It allows landowners to sell their development rights to another landowner.

Transit Oriented Development (TOD)

TOD is a development pattern that encourages high-density, mixed-use development near transit stations. It encourages high-density, mixed-use development near transit stations.

Traditional Neighborhood Design (TND)

TND is a development pattern that encourages a mix of land uses, a mix of housing types, and a mix of transportation modes. It encourages a mix of land uses, a mix of housing types, and a mix of transportation modes.

Open Space Residential Design (OSRD)

OSRD is a development pattern that encourages a mix of land uses, a mix of housing types, and a mix of transportation modes. It encourages a mix of land uses, a mix of housing types, and a mix of transportation modes.

Accessory Dwelling Units (ADU)

ADU is a development pattern that encourages a mix of land uses, a mix of housing types, and a mix of transportation modes. It encourages a mix of land uses, a mix of housing types, and a mix of transportation modes.

Smart Growth Techniques

Smart growth is not "no-growth"

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Low Impact Development (LID)

LID is a development pattern that encourages a mix of land uses, a mix of housing types, and a mix of transportation modes. It encourages a mix of land uses, a mix of housing types, and a mix of transportation modes.

Inclusionary Zoning (IZ)

IZ is a development pattern that encourages a mix of land uses, a mix of housing types, and a mix of transportation modes. It encourages a mix of land uses, a mix of housing types, and a mix of transportation modes.

Preserving Agricultural Land and Farming Opportunities

Preserving agricultural land and farming opportunities is a key goal of smart growth. It encourages a mix of land uses, a mix of housing types, and a mix of transportation modes.

Brownfields Reuse

Brownfields reuse is a development pattern that encourages a mix of land uses, a mix of housing types, and a mix of transportation modes. It encourages a mix of land uses, a mix of housing types, and a mix of transportation modes.

Chapter 40B

Chapter 40B is a development pattern that encourages a mix of land uses, a mix of housing types, and a mix of transportation modes. It encourages a mix of land uses, a mix of housing types, and a mix of transportation modes.

Water Resources

Water resources are a key component of smart growth. It encourages a mix of land uses, a mix of housing types, and a mix of transportation modes.

The Commonwealth's Sustainable Development Principles

The Commonwealth's Sustainable Development Principles are a set of guiding principles for the state. They encourage a mix of land uses, a mix of housing types, and a mix of transportation modes.

- **Principle 1: Sustainable Development** - The Commonwealth shall promote sustainable development, which is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- **Principle 2: Economic Development** - The Commonwealth shall promote economic development, which is development that creates jobs and provides a decent standard of living.
- **Principle 3: Environmental Protection** - The Commonwealth shall protect the environment, which is the natural and cultural resources of the state.
- **Principle 4: Social Equity** - The Commonwealth shall promote social equity, which is the fair and just distribution of resources and opportunities.
- **Principle 5: Community Development** - The Commonwealth shall promote community development, which is development that strengthens the social fabric of the state.
- **Principle 6: Global Warming** - The Commonwealth shall address global warming, which is a major threat to the future of the state.

SPRAWL CHANGE IN LAND USE



SPRAWL CHANGE IN LAND USE

LAND USE



LAND USE

District Improvement Financing (DIF)

District Improvement Financing (DIF) is a financing mechanism that allows local governments to raise funds for infrastructure improvements. It allows local governments to raise funds for infrastructure improvements.

Tax Increment Financing (TIF)

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Mass.gov

For more information on the Smart Growth Toolkit visit the website: www.mass.gov/toolkit

Key Sections of the Model OSRD Ordinance

1. Purpose and Intent
2. Definitions
3. Applicability
4. Pre-Application
5. Major Residential Development/Special Permit
6. Design Process
7. Design Standards
8. Open Space Requirements
9. Reduction in Dimensional Requirements
10. Increases in Permissible Density
11. Decision of the Planning Board
12. Severability

3.0 Applicability

Who can come to the party?

- Every Subdivision of 5 Lots or More is Required to Enter into the Design Process
- Any Other Subdivision Size is Invited

NO SUBDIVISION IS TOO SMALL!!!!!!!!!!!!

4.0 Pre-Application

Dating before marriage

- Applicant is “strongly encouraged” to arrange a meeting
- Other Boards are invited
- Recommended “Homework”
 - Site Context Map
 - Existing Conditions Plan
 - Site Visit
 - Discussion of Design Criteria

5.0 Application Contents

Special Permit is not a lethal weapon!

- **Outlines requirements for 5 Lots and over**
- **Conventional vs. OSRD Submittals**
- **Yield plan provides the maximum number of lots**
- **Sketch plan follows the four step OSRD process...**

YIELD PLAN: How many lots could we get under conventional zoning?



6.0 Four-Step Design Process

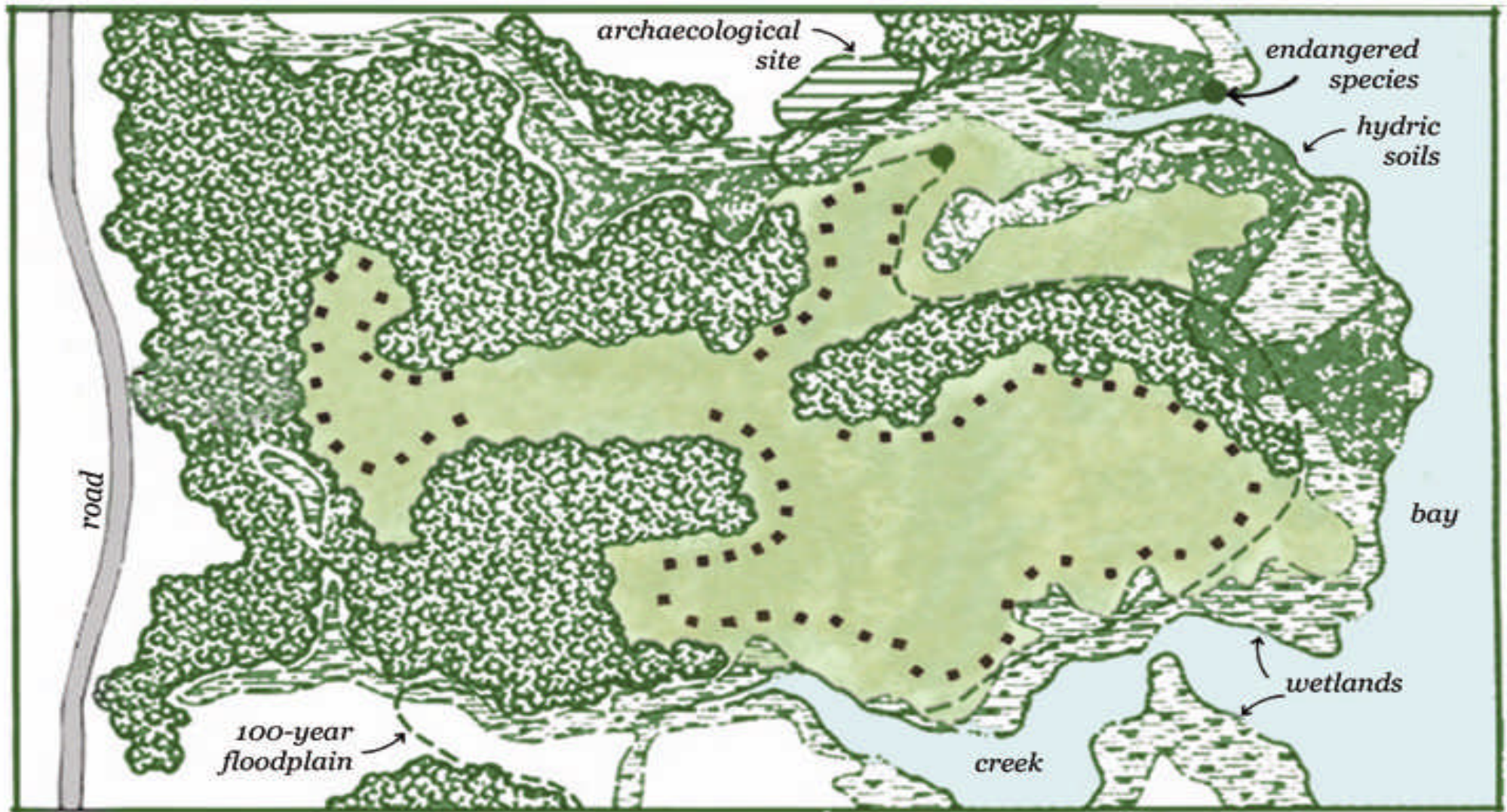
Open Space is not a 'leftover'!



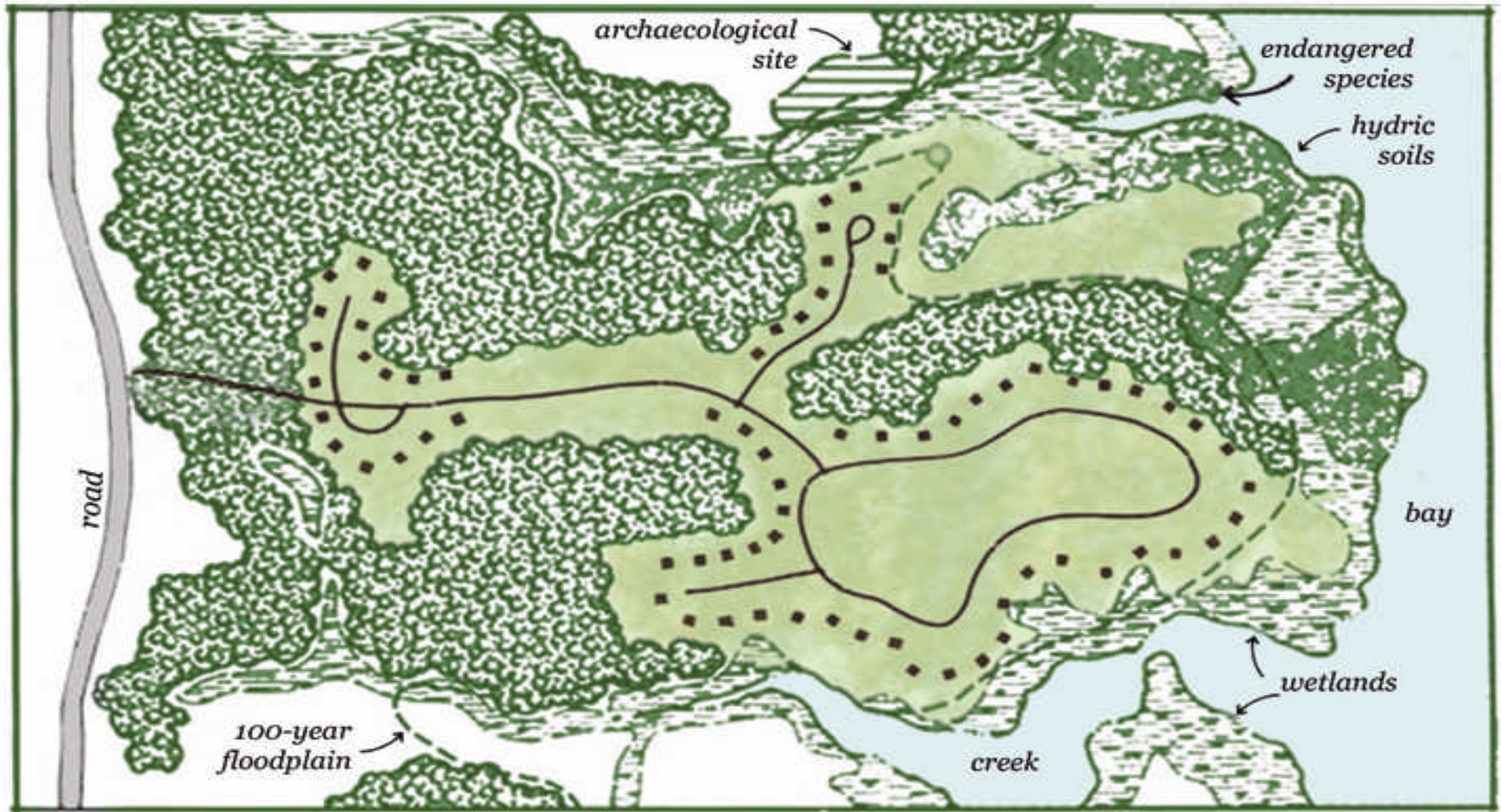
1. **IDENTIFY CONSERVATION VALUE AREAS** on the site such as wetlands, significant trees or tracts of forest, steep slopes habitat, cultural resources or buffer zones. Remove these from the “developable area”.



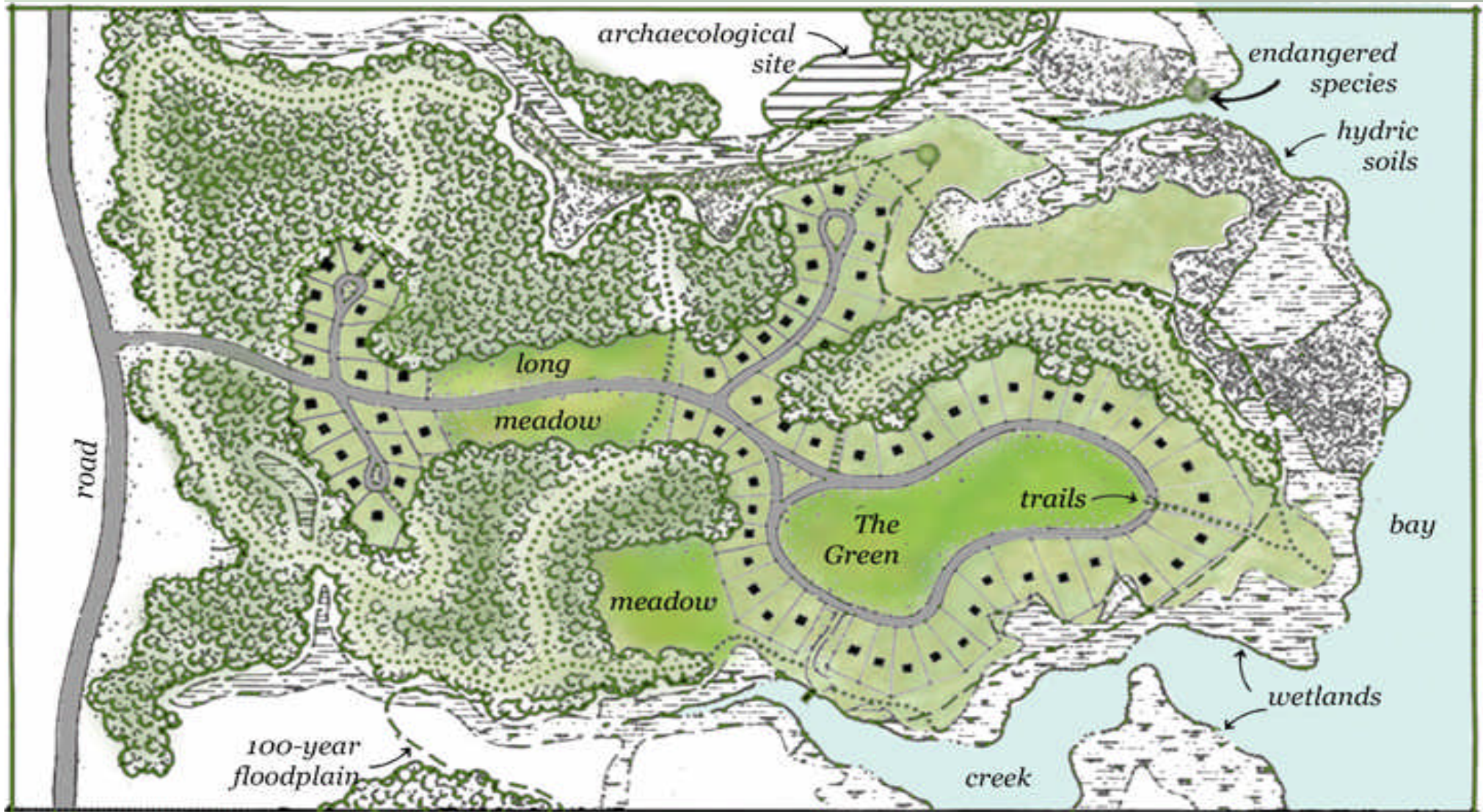
2. PLACE HOUSES in the remaining area in a way that would maximize access and market-ability.



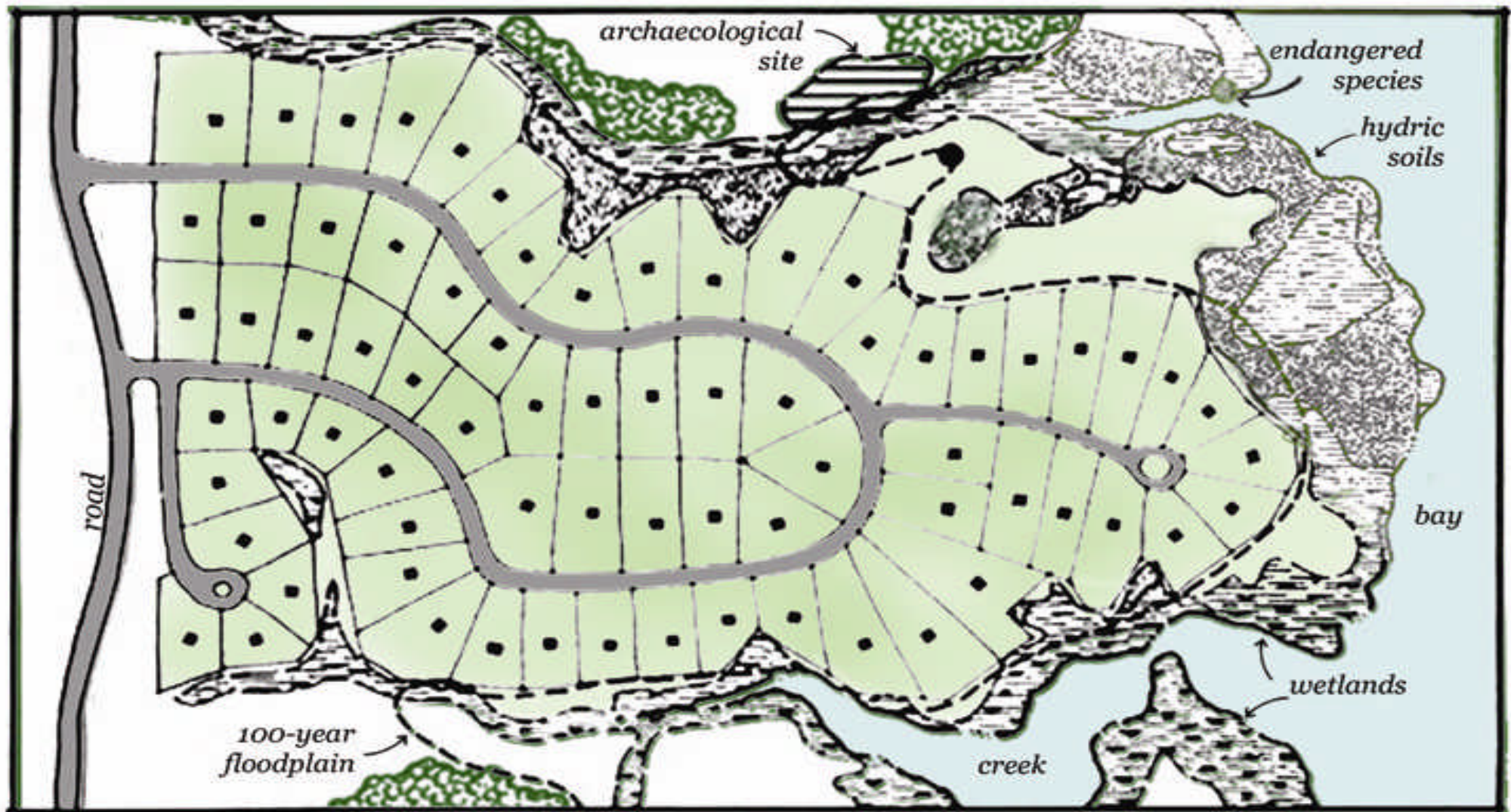
3. ALIGN ROADS AND TRAILS on the site to provide pedestrian and vehicle access.



4. DRAW LOT LINES around the homes.



Developers Choice!



WARNING

Do your homework before identifying a community's protection priorities.

CONSULT EXISTING STAKEHOLDERS, AGENCIES AND PLANS

- **Watershed Groups**
- **Historic Society**
- **Open Space Committee**
- **Housing Authority**
- **DPW**
- **Water Authority**

7.0 Design Standards

How can we improve existing development patterns?

- **Mix of Housing Types Allowed**
- **Parking Standards**
- **Drainage (LID)**
- **Screening and Landscaping**
- **Pedestrian Movement**
- **Minimizing Disturbed Areas**

WARNING

THE ORDINANCE IS NOT WRITTEN IN A VACUUM.



- The writers should solicit input from all applicable agencies such as:
 - PUBLIC WORKS/FIRE CHIEF
 - Conservation Commission/Administrator
 - Board of Health
 - Zoning Board of Appeals/Board of Review/Commission
 - Planning Board/Commission
 - Building Inspector/Building Official

8.0 Open Space Requirements

Protecting everyone's investment

- **Amount—50% of the site**
 - The question of wetlands: Do we include them?
- **Description of Restriction (conservation or agricultural easement)**
 - Allowable recreation uses?
 - The question of utilities: Do we allow them?
- **Ownership and Maintenance**

9.0 Reduction in Dimensional Requirements

‘Flexibility 101’

- Empowers reductions to frontage
 - 50 feet minimum in the model

AND

- Empowers reductions to setbacks
 - 20 feet frontline, 10 foot rear and side
 - zero lot line for Townhouses

AND

- Empowers reductions to lot size
 - 5,000 to 10,000 square feet is a common range for minimum sizes

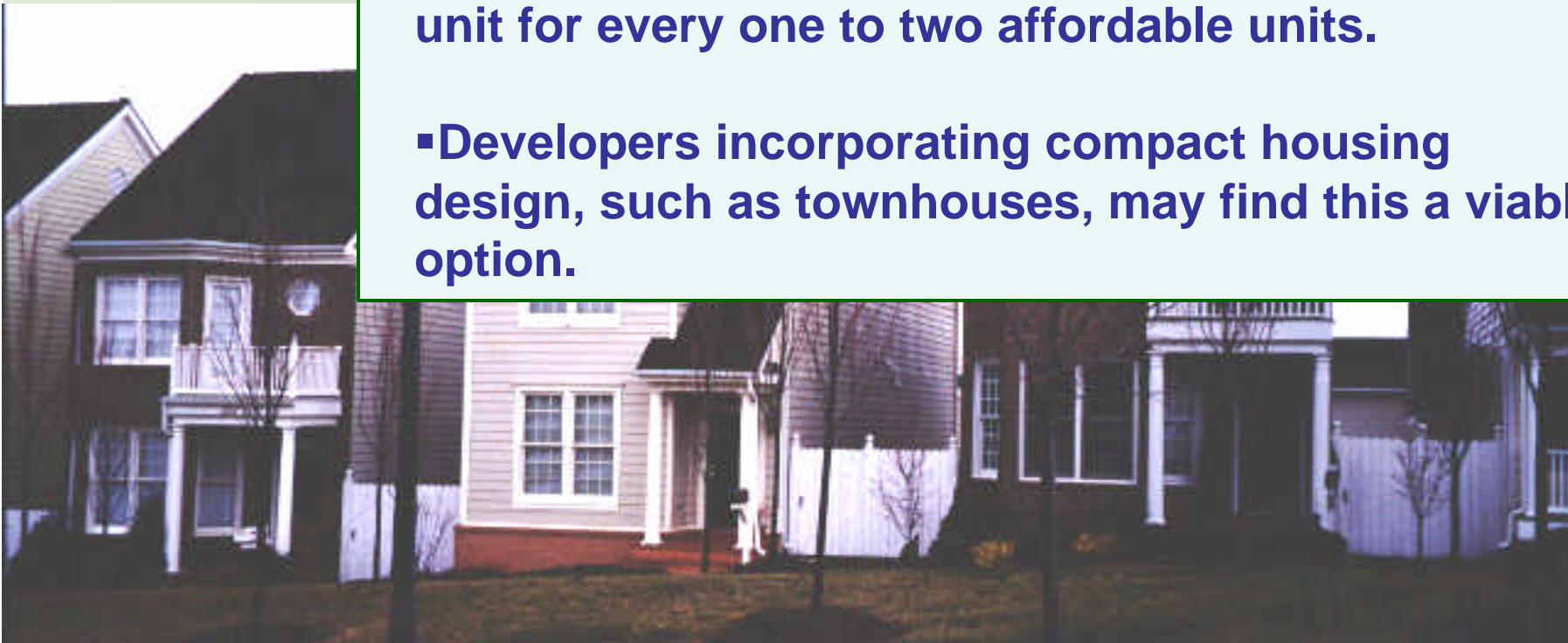
10.0 Density Bonuses

- **Never beyond 20% of the Yield**
- **Additional 10% Open Space yields 5% increase**
- **For every one/two affordable units, one unit increase over Yield.**
- **For every historic structure preserved, one unit increase over Yield**

COMMON DENSITY BONUSES

Affordable Housing

- Communities may offer bonuses beyond the site yield if developers include affordable housing in their proposal.
- Common provisions are on additional market rate unit for every one to two affordable units.
- Developers incorporating compact housing design, such as townhouses, may find this a viable option.



COMMON DENSITY BONUSES

Historic Structures

- Communities with historic homes on farms or other large tracts of land may offer bonuses to developers who preserve these structures.
- Rehabilitation of existing structures may prove to be a good investment if additional market rate units result from these efforts.



COMMON DENSITY BONUSES

Increased Open Space

- **OSRD Ordinances may have a minimum percentage of protected open space for a site such as 50%.**
- **Ordinance provisions may offer density bonuses for more open space.**
- **Developers should carefully examine the flexible dimensional regulations of the ordinance to see if they can possibly gain more open space towards a density bonus.**

COMMON DENSITY BONUSES

Amenities to the Community

- **OSRD Ordinances may have provisions where housing units may be increased if a clear amenity is provided to the community as part of the development.**
- **Developers facing this provision should be creative and consider such options as cluster wastewater systems, recreational facilities, public access to open space areas, pedestrian or bicyclist improvements, etc.**

What sort of incentives or bonuses can the community comfortably and effectively promote?

- The goals discussed in other planning documents should be consulted before determining different density bonuses:
 - Affordable Housing Plans
 - Open Space and Recreation Plan
 - Community Development Plan
 - Master Plan/Local Comprehensive Plan
- Offering bonuses or incentives may require a considerable outreach effort.

COMMUNITY OUTREACH:

An OSRD Ordinance will have to be adopted at Town Meeting or by Council Vote. Common concerns include:

- 1) Will flexible provisions increase the amount of housing in the community?**
- 2) How will density incentives increase the development potential of the community?**
- 3) How will the style of housing affect community character?**
- 4) Could new development have unintended fiscal impacts?**
- 5) Are developers being given too much latitude?**